

# *River Currents*

**Second Coast Guard District**

Vol. 9, No. 2 April 1989



# River Currents

Second Coast Guard District

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RIVER CURRENTS is published bimonthly with a circulation of 2100 and is reproduced by offset printing. News and feature articles are solicited from military benefits programs and Coast Guard people. Address all correspondence to Editor, RIVER CURRENTS, Commander (dpa), U.S. Coast Guard, 1430 Olive St., St. Louis, MO 63103-2398. Phone No. (314) 425-4627, FTS 279-4627.

## On the front . . .

SK3 Mark Floorchinger finds himself in an undesirable position during the all-Navy wrestling team tryouts held in Pensacola, Fla., Feb. 20. Mark's opponent in this match eventually won their weight division. See story page 10. (photo by Jim Bryant)

## CEA Women contribute to CG

by MCPO Charles Craig

As Command Enlisted Advisor, I deal with a variety of topics that affect us daily. There are two I'd like to focus on now to emphasize their importance to the Coast Guard.

March was designated National Women's History Month. It recognized not only the historical contributions of women but contemporary achievements as well. I think it is fitting to give recognition and honor to the women of the Coast Guard family for the positive influence they've had on the Coast Guard.

The level of professionalism and superior performance displayed by the likes of LT Kimberly Davis, ASM 3 Kelly Mogk, SN Marie Halford, Molly Edwards (civilian employee), Georgia Hildebrandt (Auxiliary) and many others too numerous to mention here typify our motto "SEMPER PARATUS." They are not timid in promoting professional friendships, yet they maintain a humble spirit. They play an active part in instilling pride in the organization, professionalism on the job, and are positive role models for many people. They give of themselves unselfishly.

Let me cite a good example. ASM3 Mogk performed an unselfish act by jumping into "harm's way" in the ocean off the Oregon Coast to save two downed pilots. Granted, it was her job and she was trained to do it, but it did not necessarily decrease the risk. It just gave her a little better odds. She also displayed one sterling professional quality. She recognized her limitations as well as her abilities. And yet, she is not unique. She was placed in a unique position just as many other women in the Coast Guard are, day in and day out. Some fly, some are in PERSRU's, some are boat coxwains and crew, some are on WHEC's, and some answer phones. They are just about everywhere in the Coast Guard. They work diligently at being Coast Guard professionals, reaching out to others in and out of the Coast Guard.

Let's also give some well-deserved recognition to another group in our Coast Guard family. May 12 is designated Armed Forces Spouse Day.

So many times in our professional lives, we let our spouses ride the "back seat" so to speak. It's not done on purpose, but in our somewhat hectic and changing Coast Guard lives, we take them for granted by forgetting to let them know how important they are to us. Spouses are a very important resource in the Coast Guard because they provide insight into areas such as health benefits, PCS moves, residential areas, schools, and special needs to name a few. They are vital to the Coast Guard when informed and organized in spouses organizations and involved in family programs such as ombudsmen.

Let's do something for them this year. Find a way to show your appreciation. I believe every day should be spouse appreciation day. Recognize them for the wonderful people they are: wives, husbands, mothers, fathers, friends. They are an important part of our Coast Guard family.

# D2 changes command

Story and photos by PA2 Dean Jones

Rear Admiral William J. Ecker relieved Rear Admiral William P. Leahy Jr. as Second District Commander during a change of command ceremony at the St. Louis Naval and Marine Corps Reserve Readiness Center March 8.

Adm. Ecker transferred from Portsmouth, Va., where he was chief of staff of the Fifth Coast Guard District. The 1960 graduate of the Coast Guard Academy served in the cutters Westwind, Winnebago, Resolute and Mellon. His shore assignments included tours at the U.S. Merchant Marine Academy, Coast Guard Headquarters and Ninth Coast Guard District. He was also the commander of Marine Inspection Office New Orleans and Marine Safety Office Mobile, Ala.

Adm. Leahy transferred to Alameda, Calif., where he is the commander of Joint Task Force Five. The task force supports drug interdiction efforts in the Pacific.



Rear Admiral William J. Ecker (left) relieves Rear Admiral William P. Leahy Jr. as commander, Second Coast Guard District during a change of command ceremony in St. Louis March 8. Vice Admiral Howard B. Thorson, Atlantic Area Commander, witnesses the change.



COMMANDER  
SECOND COAST GUARD DISTRICT  
ST. LOUIS, MISSOURI 63103-2398

Dear Second District personnel:

Greetings to all military, civilian and Auxiliary personnel comprising the Second District Coast Guard family. I am extremely pleased to have been assigned as your District Commander. In the short time since the March 8 change of command, I have been absorbed in learning about the geography of the rivers, about the hydrology of the river basins, about the peculiarities of Second District operations (all districts have peculiarities of one kind or another), and about the men and women who are the fiber of this vibrant and sprawling district.

It has become obvious to me that Coast Guard activities on the Western Rivers are sufficiently demanding during normal years to require everyone's best effort. What was accomplished during the prolonged low water conditions of last summer was spectacular, and therefore it was gratifying to note that LANTAREA shared that opinion when the Special Operations Service Ribbon was awarded to those Second District Units and personnel who contributed so much.

During the next several months I will be traveling extensively throughout the district visiting marine safety offices, groups and river tenders. I look forward to visiting with you and sharing in your accomplishments. Keep up the good work!

Sincerely,

W. J. ECKER  
Rear Admiral, U.S. Coast Guard



Rear Admiral William J. Ecker addresses Second District personnel and change of command guests after relieving Rear Admiral William P. Leahy Jr. as commander, Second Coast Guard District.

# Fumes force evacuation

by PA2 Dean Jones

Coast Guardsmen evacuated the moorings building at Owensboro, Ky., Feb. 16 when they noticed a gaseous odor throughout the facility.

According to Chief Boatswains Mate Dan Nutt, executive petty officer, Coast Guard Cutter Chippewa, the fumes historically occur during periods of high water on the Ohio River. During the 72-hour period prior to the odor's discovery, heavy rainfall resulted in a 22-foot rise in the river stage.

A test conducted by an Environmental Protection Agency evaluation team and MLCLANT indicated levels of Toluene and Benzene present in the

building. According to the Kentucky Department of Natural Resources and the state fire marshal, two things might be causing the problem: a gasoline spill that occurred at an adjacent Southern States Petroleum facility seven to eight years ago or a possible leak from eight local underground storage tanks. The exact cause and future plans will not be known until the state agencies and the EPA conclude their tests.

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*"We're just  
rolling with  
the flow . . ."*

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Until the results of the test are completed and evaluated, the moorings

building is secured and Coast Guard business is being conducted in a rented 60-foot trailer. According to Nutt, working out of the trailer does not affect AtoN operations, but it does make administrative work hectic. "We just got adjusted to the group moving from here to Louisville and now we have to adjust to this," Nutt said.

The trailer is also used as a temporary mess deck for the 12 crewmen left behind when the Chippewa is underway. When in port, meals will be prepared aboard the rivertender.

According to Nutt, since there is not unaccompanied housing at the moorings, the situation is not affecting living arrangements for the crewmen. As far as work goes, Nutt said, "We are just rolling with the flow for now."

## MSO responds to sunken towboat

by PA3 John Moss

Investigators from Marine Safety Office Huntington were called to the scene of a sunken Ohio River towboat Jan. 30 which sank while attempting to push a barge into dry dock just west of Huntington, W. Va.

"They got the barge about 75 percent of the way into dry dock when the crew looked back and saw the stern was awash," said Lieutenant Kevin L. Maehler, chief of the inspection department at MSO Huntington.

Maehler said the crew of the towboat City of South Point, owned by McGinnis Inc., kept the barge attached to the vessel to keep it from sinking completely. He said the engine room flooded and began leaking diesel and lube oil into the river.

MSO Huntington dispatched two pollution investigators to the scene to take samples and assess the situation.

Shortly after the accident, McGinnis Inc.'s salvage crew set booms to contain the oil and used a vacuum truck to remove oil from the water.

MSO Huntington monitored the salvage efforts as the federal on-scene coordinator and notified the Ohio Environmental Protection Agency, Kentucky Department of Natural Resources and West Virginia Department of Natural Resources.

MSO Huntington is conducting an investigation into the cause of the accident.

## CGC Muskingum fights barge fire

by PA2 Gail Williams

The Coast Guard Cutter Muskingum's quick response may have prevented the complete loss of the tank barge Senator Eastland during the early morning of Feb. 14.

Muskingum was diverted from working AtoN to respond to the towboat when it went aground with its main fuel tanks on fire on the Arkansas River.

The Muskingum pulled along side the towboat's portside and applied water fog to cool the boat and also applied foam to its engine. Within 30 minutes the fire was under control and contained in the generator room.

Low on foam, the cutter Muskingum sent its small boat to pick-up 100 gallons of foam from the Chaffee Fire Department. The foam was used to keep the fire under control and contained in the generator space until the towboat Francis Ann arrived to assist.

The Francis Ann arrived on scene the following morning and towed the Senator Eastland to meet with the Fort Chaffee Fire Department's foam truck. The Senator Eastland still had a fire burning in its generator room.

The Muskingum followed the Francis Ann, as it towed Senator Eastland, to assist if necessary.

After two days of firefighting the Senator Eastland's fire was finally extinguished, and the cutter Muskingum returned to AtoN patrol duties. . . .



# WLRs

## *New 75s force homeport shuffle*

by PA2 Dean Jones

Two of the Coast Guard's oldest buoy tenders will be decommissioned this summer and replaced by the two newest. The 49-year-old rivertender Dogwood, homeported in Pine Bluff, Ark., and the 46-year-old Lantana of Natchez, Miss., will be replaced by the Greenbriar and the Kankakee.

However, the new rivertenders will not replace their predecessors in their homeports. When the Dogwood is decommissioned, the Kanawha will move to Pine Bluff and the Kankakee will begin rivertending life in Memphis, the current home of the Kanawha. When the Lantana is decommissioned, the Chena will be homeported in Natchez and the Greenbriar will replace it in Hickman, Ky.

According to Lieutenant junior grade Eric Vernon, Second District Aids to Navigation office, this "musical chairs" type maneuvering will be done to better use the new cutters' increased horsepower and maneuverability. The new tenders will be assigned to areas where most of the AtoN work is done maneuvering upstream into the current.

Vernon said despite the shuffling of rivertenders, crewmembers will remain at their current locations. For example, the Dogwood crew will operate the Kanawha when it arrives and the Kanawha's crew will assume the Kankakee.

The Dogwood was built in 1940, is 115 feet long, rated at 660 horsepower and pushes an 80-foot work barge. The

Lantana was built in 1943, is 80 feet long, rated at 945 horsepower and uses a 90-foot barge. The new rivertenders are 75 feet long, rated at 1,000 horsepower and will each have a new 130-foot barge.

Current plans call for the Dogwood to be decommissioned in August and the Lantana to be decommissioned later in the year.

## Past crews invited

The Coast Guard Cutter Dogwood will be decommissioned in August. During its 47 years of service on the Western rivers, the rivertender has been homeported in Paducah, Ky.; Memphis, Tenn.; Vicksburg, Miss.; and finally, Pine Bluff, Ark.

The current crew invites all former crewmembers to attend the decommissioning ceremony and/or provide historical photos, stories and information about the rivertender. If you were stationed aboard the cutter or know someone who was, the Dogwood crew would like to hear about it.

Their phone number is (501) 536-1134 and their address is USCGC Dogwood, P.O. Box 7627, Pine Bluff, Ark., 71611-7627.



The cutter Dogwood will be decommissioned this summer after 47 years of service. (photo by PA2 Gail Williams)

## Grounding embeds gas barge in mud

by PA3 John Moss

The towboat Dan L. grounded 15 miles south of Helena, Ark., Jan. 31 leaving a barge filled with propane gas embedded in the mud.

Falling river levels and shifting sand left the propane barge, loaded to draft eight feet, sitting in 3½ feet of water.

According to Lieutenant Tony Buancore, head of port operations for Marine Safety Office Memphis, the barge was a challenge to refloat because of falling river conditions and difficulty in off-loading the cargo.

Buancore said once a barge goes aground, it begins to settle into the sand and mud. "If you can't get it off initially, it gets harder and harder to pull it off ground," said Buancore.

Hollywood Marine, owner of the barge, sent a crew to the site to conduct salvage operations. According to Buancore, under normal circumstances a grounded barge would be lightered to make it easier to pull off ground. However, propane is more difficult to handle than most cargos.

"It's very tough to lighter something like propane," Buancore said. "The contents are under pressure and special equipment is needed to transfer it from one tank barge to another."

In view of this, the salvage crew decided to dredge around the barge and work it loose rather than lighter it. Nine days later the barge was pulled free.

Even though propane is not designated hazardous cargo according to the Code of Federal Regulations, Buancore said MSO Memphis monitored the salvage operations because it involved a Coast Guard inspected vessel.

MSO Memphis is investigating the cause of the grounding.

## Towboat rams bridge, spills 40,000 gallons

by PA2 Dean Jones

The towing vessel Super America collided with a bridge on the Ohio River Feb. 19 causing 40,000 gallons of gasoline to spill from its barges.

When the towboat hit the Southern Railroad bridge, its seven barges broke apart and headed downstream. Two towboats were in the area and they quickly secured the loose barges. Four of the barges, carrying unleaded gasoline, were damaged in the collision.

Coast Guardsmen from Marine Safety Detachment Cincinnati responded to the scene. They estimated that approximately 40,000 gallons of fuel spilled into the river, but high water and rapid current quickly dissipated the gasoline.

The remaining fuel aboard the damaged barges was off loaded. The MSD issued a CG-835 to the barge owner, Ashland Oil, requiring the barges to be repaired before they could be reloaded.

MSD Cincinnati is investigating the cause of the collision.



This sign, which hangs over the entrance of the ANT Leavenworth building, will soon be removed when the unit is closed.

## D2 closes ANT Leavenworth

Story and photo by PA2 Dean Jones

One of the Second Coast Guard District's smallest operational units will be disestablished this summer. Aids to Navigation Team (ANT) Leavenworth, Kan., will close and the Coast Guard will use the facility as a Coast Guard Reserve center.

According to Commander Terry O'Connell, chief, Second District Aids to Navigation Branch, the district is continually looking at ways to effectively use existing billets in the field. By closing Leavenworth and transferring the billets to the group offices, more operational units and their personnel will benefit by receiving needed administrative support.

The Coast Guard's only operational unit in Kansas began as a group office in 1965. In 1985, it was downgraded to a depot. ANT Leavenworth was formed in 1987. As an AtoN team, the six crewmen are responsible for 183 shore aids along 275 miles of the Missouri River. They do this with a four-wheel drive crew cab truck and a trailer-able 20-foot work boat.

ANT Leavenworth's work load will be divided between the rivertenders Gasconade in Omaha and the Cheyenne in St. Louis. "The workload of the Cheyenne and the Gasconade will increase, but it will not be any greater than the workload of other tenders in the district," said O'Connell.

# D2 "heroes" honored



Steven Promaroli's girlfriend Michelle Foland takes a closer look at his newly received Silver Lifesaving Medal. Promaroli was presented the medal March 9 at an Association for Rescue at Sea dinner.

## *Two receive silver*

Story and photos by PA3 John Moss

Awards for heroism were presented this spring to three civilians within the Second District: two Silver Lifesaving Medals and one Public Service Commendation.

St. Louis native Steven Promaroli received the Silver Lifesaving Medal for saving two teenage children from drowning in the Mississippi River near St. Charles, Mo., in 1986.

The children had fallen into the main stream of the river while out wading. Promaroli was boating nearby when he heard their cries for help. Within minutes, he reached the kids and dove into the river. One teenager had his head above water, but the other sank beneath the surface. He battled strong currents and underwater debris to pull the sinking one to the surface. He then held both kids afloat until help arrived.

Nashville police officer Frederick Cloud also received the Silver Lifesaving Medal. He saved the life of a woman on New Year's Day 1987 after she had tried to commit suicide by jumping from a bridge into the Cumberland River.

Cloud was on patrol when he received a call for help over his radio from an off-duty police officer. He sped to the scene and spotted the woman floating downstream. He immediately made his way down the steep river bank and dove into the river. It took about 10 minutes to pull her from the 40-degree water. With the help of other police officers, he administered first aid to the woman. Cloud was then taken to the hospital and treated for exposure.

## *St. Louisan commended*

St. Louis attorney William Fortenbury received the Coast Guard Public Service Commendation for his 1988 rescue attempt of a 3-year-old boy from the Mississippi River near Portage de Sioux, Mo.

The boy was boating with his family when their boat overturned leaving him trapped under the sinking craft. Fortenbury was boating nearby when he came upon the scene and heard cries for help. He made several attempts to search the dark waters for the boy. After about the 10th dive, Fortenbury found him wedged beneath one of the boat's seats. He brought the boy to the surface and administered cardiopulmonary resuscitation; however, the boy did not survive.

In the 115 years since Congress established the Silver Lifesaving Medal, less than 2,000 have been awarded. These men showed exceptional valor in order to earn these awards. Congress established the medals to recognize those who endanger their own life while rescuing another person from drowning or other perils of the water.



The Silver Lifesaving Medal, designed by Anthony Paut and struck at the Philadelphia Mint, is comprised of 99 percent pure silver.



MK2 John Garcia tosses life preservers to his shipmates during an abandon ship drill.



MK1 Tom Saunders crouches outside the berthing area and collects information to relay to the bridge during a fire drill. FN Richard Mizell mans a fire hose with fog attachment while in battle dress.

# Inspectors ride again

Story and photos by PA3 John Moss

Operational readiness inspections resumed March 13 in the Second District after two and a half years of inactivity because of realignment. The cutter Cheyenne was the first to be put through its paces.

Within 18 months, each underway unit in the Second District will be visited by the Operational Readiness Inspection Team. The inspection team puts the crew through drills for man overboard, steering casualty, loss of pilot house control, fire, rescue and assistance, collision, abandon ship, barge break-away, aids to navigation, and fog navigation. The team also administers a written test and conducts a personnel inspection.

The inspection team is made up of Captain Kenneth Gard, Chief Warrant Officer T.J. Reed, Chief Boatswains Mate Gary Cooper and Chief Warrant Officer Robert Haines.



## Cutters slated for inspection:

CGC Muskingum ..... April 18  
CGC Dogwood ..... May 9  
CGC Patoka ..... June 6  
CGC Osage ..... July 11  
CGC Gasconade ..... August 8  
CGC Scioto ..... September 19



DC2 Richard Hawley reports on a simulated engine room fire to scene leader MK1 Tom Saunders.

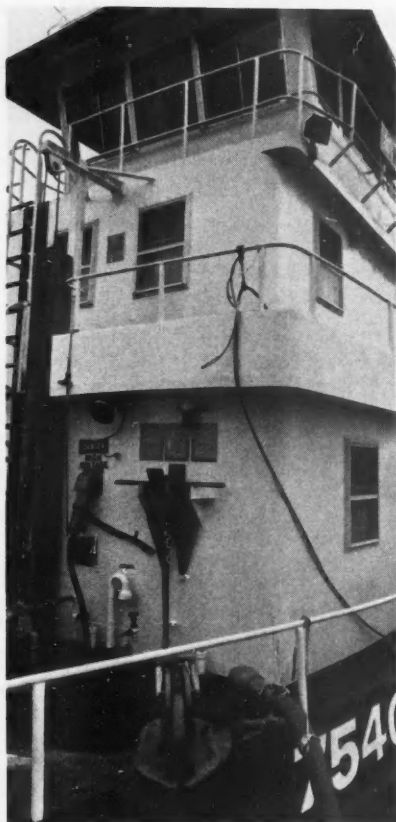


BM3 John Phythian relays orders from the bridge over the sound powered phones during a steering casualty drill.



A Cheyenne crewman stands by to extinguish a simulated fire in the berthing area.

# Kickapoo works lower Miss.



The cutter Kickapoo stands tall ready to serve the Lower Mississippi River as it has since 1970.

Story and photo by PA3 John Moss

The Mississippi River is a difficult place to work. It's always changing; it defies rules.

In Vicksburg, Miss., the cutter Kickapoo struggles with this dynamic environment. The cutter works a 174-mile stretch of river keeping aids to navigation in place and operational. It's a job that keeps this crew of 25 busy.

"You have to do what the river does," said Master Chief Boatswains Mate Lamar W. Tomlin, officer in charge of the cutter. He said the river constantly fluctuates up and down.

"Every time it moves it means we lose buoys. So we basically have to move when the river moves," Tomlin said.

A typical trip for the Kickapoo will last from seven to 14 days depending on the river's stability. While out, the Kickapoo will check each buoy, day-board and light along their 174-mile route. The crew will work from daylight to dark, and all hands pitch in to help.

Chief Boatswains Mate James R. Lockhart, Kickapoo's executive petty officer, said it is also challenging to know where to place the buoys in a con-

stantly changing river. In other districts navigational aids go in assigned positions. They're put in the same spot every time, but this is not true in the Second District.

"It comes with experience and judgment to know where to put the buoys," Lockhart said. "The bigger buoy tenders use a sextant, radar and LORAN-C to pinpoint where they're going to put the buoy. We just look and say this is the ideal spot. We use our experience and the bottom of the river to know where the buoy should go."

Tomlin said the most difficult part of his job is being able to tell his people when they will be in port and when they will be out on a run.

Tomlin said they try to make the schedule as fair as possible for everybody. The Kickapoo has an augmented crew which means some people stay behind at the moorings each time they sail. However, even with the augmented crew, individual crew members will make two or three trips a month.

Lockhart said the unique thing about the Second District is it's very difficult to follow an op-order. Making plans to deploy at a certain time is next to impossible. "You have to leave when the river says so," he said.

## Coast Guard hosts Industry Day

by PA2 Gail Williams

The Second Coast Guard District held its 1989 Industry Day March 14 at the Breckenridge-Frontenac Hotel in St. Louis. Industry Day is an annual event for exchanging information on issues of mutual concern to the inland marine industry and the Coast Guard. About 250 representatives of industry from a 22-state area attended.

Rear Admiral William Ecker, commander, Second Coast Guard District, opened the conference with his remarks. Coast Guard representatives covered several topics pertaining to commercial vessels including licensing, vessel inspections, drug testing of crew members, and plans for coping with low river levels.

Enforcement of the new Zero Tolerance policy and its application to commercial vessels was also discussed.

Representatives from Coast Guard Headquarters, Second District and Customs were on the panel discussion.

According to the Coast Guard representatives, the Zero Tolerance Policy calls for seizure of a vessel and arrest of a person when personal use quantities of drugs are found during a routine boarding or inspection.

Although the Second District enforces federal laws within its jurisdiction, it doesn't have sufficient resources and trained personnel to enforce Zero Tolerance through an aggressive boarding program.

According to District Instruction 16247.1A, and with respect to Zero Tolerance enforcement, district policy is most simply explained by this statement: If active duty or reserve Coast Guard boat crews see indication or evidence of drug use or trafficking, the local authorities will be contacted for appropriate action.



SS3 Anthony Liehr makes French toast for the morning meal. He starts his day about 4:00 a.m. to get everything ready for the hungry crew.



"How do you like your eggs?"

# SSs

## *Duo preps 50 meals a day for cutter*

Story and photos by PA3 John Moss

"You have to have a thick skin to be an SS," said Sub-sistence Specialist First Class James G. Adcock. He said if he makes something the crew doesn't like, they'll be sure to let him know.

Adcock cooks for the cutter Kickapoo. He and Sub-sistence Specialist Third Class Anthony T. Liehr make more than 50 meals a day in what is considered a small commissary department.

The cooks on the Kickapoo serve two meals a day — breakfast and lunch. For dinner, the boat has an "open galley." This means the crew can go into the kitchen and make themselves whatever they want.

Since the Kickapoo is a small operation, they don't use wholesalers when buying supplies. They shop at the local grocery store.

"We use five or six carts," said Liehr. "After we line one up at the cash register, we get another cart and go get some more."

Depending on the boat's schedule, they will buy enough to feed the crew for seven to 14 days. Adcock and Liehr will spend between \$3,500 and \$3,900 a month on food.

Liehr does most of the cooking when the boat is in port, while Adcock spends most of his time in the office. Only one cook is needed underway, so Adcock and Liehr will trade off every other cruise.

## Collateral duties abound

Along with cooking, Adcock is the command drug and alcohol representative, re-enlistment interviewer, morale officer, public affairs officer and civil rights counselor. He also spends much of his day filling out paperwork to support the galley operation.

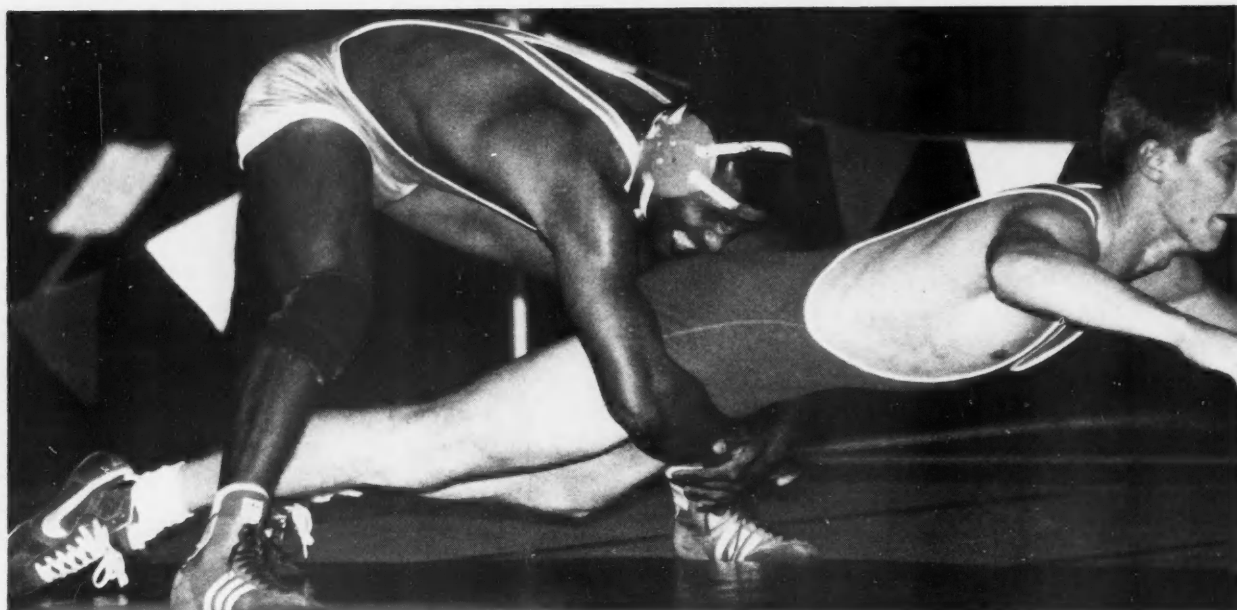
But even with all these responsibilities, Adcock would rather be at a small unit.

"I like the smaller units like this because they're much more close knit than a '378' or some of the larger units. You get to know everybody on a personal level," he said.

Adcock does his best to contribute to this camaraderie. During the summer, he tries to have a cookout once a month with crawfish, catfish, shrimp and other traditional southern food.

"I ask the guys what they want to eat, and we'll set everything up in the yard. We'll play basketball or volleyball. We'll just have a ball for the day," he said.

All in all Adcock said the crew eats extremely well. Their complaints are more about work than about the food.



SK3 Mark Floerchinger lunges forward to escape the grasp of his All-Navy Wrestling Team tryout opponent. (photo by Jim Bryant)

## SK3 wrestles with Navy

by PA2 Dean Jones

"... And in this corner, weighing in at 149 pounds, direct from the Coast Guard Cutter Gasconade in Omaha, Neb., — Maaark Floooooorchingeeer!" Well, it wasn't quite as glitzy as that, but to the lone Coast Guardsman competing in the all-Navy wrestling tryouts it was just as important.

Storekeeper Third Class Mark Floerchinger wrestled to a third place finish in the 149.5 lb. class of the inner-service meet held Feb. 20 in Pensacola, Fla. Floerchinger was the first alternate for the team and would have represented the Navy in the all-military tournament held March 3 if one of the two representatives in his weight class could not have competed.

The 23-year-old Floerchinger read about the tryouts in the Commandant's Bulletin and then referred to the Commandant Instruction for more information. "I filled out the application in the Commandant Instruction and mailed it in." He said he was invited to the tryouts because of the credentials he listed on the application. "I heard they received over 1,000 applications."

Floerchinger has been wrestling since

second grade. He had a 112-20 record in high school and was a member of the U.S. Wrestling team when it competed against Mexico in 1980.

According to Floerchinger, the competition at the tryouts was tough. "One of the guys in another weight class was on the 1988 Olympic team and the guy (Maury Vanderpool) who won my weight class was a college All-American," he said. "I was the only one to score a point on Maury."

Floerchinger has been stationed aboard the rivertender for 20 months.

During this time, he has been working as an assistant coach at his alma mater, Omaha's Daniel Gross High School.

According to the four-year veteran, he plans on staying in the Coast Guard as well as remaining active in wrestling. "So far, the command has been very supportive of my wrestling."

Floerchinger will also continue to wrestle in tournaments when he has a chance. He said his next tournament will be at the University of Nebraska in seven months and then the tryouts for the Navy team again next year.

## PA2 rolls to high finish

Second District staff member PA2 Dean Jones averaged 219 for 12 games to finish second overall in the Worldwide Military Bowling Tournament held in Las Vegas Feb. 13-17. Jones, a 205 league average bowler, competed against a field of over 700 military bowlers.

This was Jones' first trip to the military tournament. He bowled with five other Coast Guardsmen who came from the Second, 11th and 13th

districts and Pacific Area.

Jones, who has rolled four 300 games in his ten years of serious bowling, shot a high game of 268 during the tournament. "I had a 169 the first game of the tournament," Jones said. "If I would have shot my average that game, I would have won."

Jones said he met a lot of good bowlers from the other services. "I had a great time," he said. "I can't wait until next year."



# Horses

## *La Moure ETC rides prairie; not ocean*

Story and photos by PA3 John Moss

Horses always seemed to be a part of his life. As he was growing up in West Virginia, his brothers had them; his neighbors had them. But when he joined the Coast Guard, he found himself at sea, seemingly separated from the horses he loved.

However, Chief Electronics Technician Billy Joe Woolwine found a way to have both horses and a Coast Guard career. He works at Omega Station La Moure, N.D., where he raises quarter horses with his wife and two daughters. He keeps his horses just a few blocks from his house and has several acres where they can run. He discovered early in his career that it is possible to raise horses and be in the Coast Guard.

Woolwine bought his first horse in 1978 while stationed at Group Lower Mississippi River in Memphis, Tenn. He began with two horses which he kept in rented stalls and took to horse shows. He has raised horses ever since.

He said he likes quarter horses the best. "Quarter horses are more versatile and better known. They give you a much smoother ride, especially when you're camping and riding a long way."

Woolwine likes to go camping about once a month; it's one of his favorite pastimes. He usually camps with groups of 10 or 12 people. They pick one spot to camp and then explore the area on horseback.

"We usually ride three or four hours in the morning before it gets too hot, and then we go back out in the evening," Woolwine said. "I try to go camping with the horses as often as I can."



ETC Woolwine rides 7-year-old Cherish bareback with the leader rope.

Woolwine has owned nine different horses during his 15 years in the Coast Guard. He spends about 12 hours a week with them and during much of that time his daughters help. Carrie, 12, and Angela, 10, have grown up with horses and both ride. Carrie began riding at age three. He said the time with his horses is well spent because it brings his family together. "It's something the whole family can get involved in."

Woolwine said he wants to buy more horses in the future and hopes he can continue raising horses as long as he remains in the Coast Guard.



Woolwine cleans and maintains his 2-year-old's hooves.



Woolwine saddles 2-year-old Birdie. He is still in the process of training her, but he feels she has a lot of potential.

# River Rap

*Does the Coast Guard's marking system accurately represent an individual's performance?*

**YN2 Tod Mour, Recruiting Office Louisville**

"If you do your job well no matter what race, creed or color you are and if your supervisor is fair, it is a good representation of your performance."

**SN Cynthia Wilson, Group Upper Miss. River**

"Yes, I think so. I may be prejudiced because I always get good marks. We have fair markers here and I think everybody here gets marked accurately."

**BMCM Michael O'Neal, CGC Ouachita**

"The current system is as good if not better than the old system. This is true as long as we as marking officials make sure human factor stays out as much as possible; we stay within the guidelines that a good performer is marked between three and five, and we don't inflate the marks like in the old system. It's only as good as the people who do it."

**YN3 Randy King, MSO Memphis**

"No, I don't think so. Some units mark different than others. At each unit I've been at, the standard is different. One person may read the marks sheet one way and somebody else another way."

**LCDR John Delong, CGDTWO(ap)**

"Technically, there are two perceptions of this answer — from an individual's standpoint, I believe that it provides a better than adequate system of evaluating enlisted personnel. Given the guidelines provided, we are able to identify the solid performers, the exceptional performers and those who are not adequately doing the job. As an example of the latter, the recent low performer RIF demonstrated the value and integrity of the marking system. I saw no one discharged that didn't deserve to be. As with any evaluation system, the credibility is vested in those who do the evaluations. In that respect, I believe our system has operated in an excellent manner."



## Awards

### MILITARY AWARDS

**Coast Guard Commendation Medal with "o":**

CDR J. L. Buri, MSO Paducah

CDR M. J. Donohoe, MSO Memphis

**Coast Guard Commendation Medal:**

LCDR H. P. Rhoades, Group Lower Miss. River

**Coast Guard Achievement Medal with "o":**

BMC J. A. Kahler, CGC Osage

**Coast Guard Achievement Medal:**

BM2 D. L. Lightfoot, CGC Gasconade

BM2 R. A. Larson, CGC Lantana

**Letter of Commendation:**

CDR R. E. Luchun, CGDTWO(m)

LCDR J. C. Reed, CGDTWO(m)

LTJG C. E. Dillon, CGDTWO(m)

RM1 J. T. Pogue, Group Lower Miss. River

YN 3 J. D. Cantrell, CGDTWO(m)

SN J. R. Jorden, CGDTWO(re)

SN M. S. Mills, CGCDTWO(dt)

### AUXILIARY AWARDS

**Certificate of Administrative Merit:**

Charles Babb, Eastern Region

Joseph Lanz, Eastern Region

Eva Reed, Northern Region

Rick Stogdill, Northern Region

Austin Vestal, Northern Region

Howard Barnes, Southern Region

**Plaque of Merit (lifesaving):**

Donald Malic, Western Region

Howard Oatman, Western Region

**Certificate of Operational Merit (lifesaving)**

Tom Wilkinson, Western Region

**Certificate of Administrative Merit:**

Ramon Williamson, Western Region

# Current Notes...

*"News from and for  
Second District people"*



## Reservists retire

The Coast Guard Reserve bid farewell to two longstanding members during retirement ceremonies recently held at Reserve Unit St. Louis "A." Chief Warrant Officer James Pappas retired Feb. 19 and Senior Chief Port Securityman Robert Abel retired March 19.

Pappas enlisted in the Naval Reserve in July 1947 and served on active duty from 1948 to 1952 when he was discharged as an Aviation Technician Third Class. Pappas joined the Coast Guard Reserve in September 1964 and was assigned to Reserve Unit Mobile, Ala. He earned his commission there in 1968. He left Mobile in 1970 and was subsequently assigned to Reserve units Kansas City, Leavenworth, St. Louis "B" and St. Louis "A."

Abel enlisted in the Coast Guard in September 1946 and was discharged as a Radioman Second Class three years later. He joined the Naval Reserve in 1950 and served on active duty for two years. Abel enlisted in Coast Guard Reserves in June 1954 and has served at the two St. Louis Reserve units since.

## Uniform changes

Based on the recommendations of the November uniform board, the following changes have been made to the uniform regulations.

- \* Military creases on shirts are authorized at the member's option.

- \* Women may wear an optional undershirt in addition to the required undergarments.

- \* Sideburns will not extend below the lowest part of the external ear opening.

- \* The new style Air Force wind-breaker, with removable liner, is ap-

proved for optional wear with the Service Dress Blue uniform (in lieu of coat).

- \* Corfam shoes may only be worn on Coast Guard vessels when specifically authorized by the commanding officer for ceremonial or other special occasions.

- \* Officer's soft shoulder boards become mandatory on long sleeve light blue shirts Oct. 1.

- \* A silver collateral duty command enlisted advisors device has been approved.

For more details on uniform regulation changes, read Commandant Notice 1020 dated Feb. 22, 1989.

## Physical exams

Annual physical examinations are now required starting at age 50 instead of 40. Biennial/quadrennial exams will be performed as required until age 50. Commandant Note 6120 announced the change.

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## Ice turns moorings into family shelter

A severe ice storm converted the cutter Kickapoo's moorings into an emergency shelter Feb. 5 for five civilian adults, six children, four dogs, a snake and a parakeet. The group spent about three nights at the Vicksburg, Miss., moorings after the storm knocked out power to more than 80,000 residents.

"It looked like a tornado had gone through here," said Chief Boatswains Mate James R. Lockhart, Kickapoo's executive petty officer. "Trees were just pulled up from the roots. I had never seen anything like it."

Five families, dependents of the Kickapoo's crew, were picked up in the station's four-wheel-drive vehicle after the storm left them without heat and water.

The accommodations at the station were cramped. The crew slept in the Kickapoo while the dependents stayed in the barracks sleeping on cots, couches and the floor.

"We made due with what we had," Lockhart said. "Everybody was just glad to be in a warm place where they could eat and take a shower."

The Vicksburg moorings never lost power during the storm because of its connection to an industrial power line separate from the city. It also didn't lose water because of its closeness to the city water tower.

According to the local news media, the storm was the worst to hit the area in decades.



(from left to right) Rear Admiral William J. Ecker, Vice Admiral Howard B. Thorson and Rear Admiral William P. Leahy Jr. share a lighter moment during the Second District change of command ceremony held Mar. 8 in St. Louis. (photo by PA2 Dean Jones)

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